

London Luton Airport Scheduling Declaration for Summer 2017

Runway Capacity

Capacity in each 60 minute period:-

Hour UTC	23	to	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Arr	13	>	13	19	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	13
Dep	13	>	13	20	24	20	22	22	22	22	22	22	22	22	22	22	22	22	22	22	13
Total	15	>	15	25	34	28	31	31	31	31	31	31	31	31	31	31	31	31	31	31	15

Hour UTC	23	to	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Arr												-3					-3				
Dep												-2	+2				-2	+2			
Total												-3	+3				-3	+3			

A maximum of 114 movements in any 4 hour period (R240/60) is applied to allow scope for catch-up in the event of schedule disruption.

Capacity in each 15 minute period within any hour will be:-

Hour UTC	23	to	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Arr	5	>	5	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5
Dep	5	>	5	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5
Total	6	>	6	10	12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	6

Night Noise Movement Restrictions

Annual Night Movement Limits apply as follows:

2330-0559 (local) : a maximum of 9,650 movements on a 12 month basis

In terms of slot allocation* this will restrict departure slots 22:15-04:45 GMT and arrival slots 22:30-05:00 GMT

0600-0659 (local) : a maximum of 7,000 movements on a 12 month basis

In terms of slot allocation* this will restrict departure slots 04:50-05:45 GMT and arrival slots 05:05-06:00 GMT

Annual Night Noise Quotas apply as follows:

2330-0559 (local) : an annual Noise Quota (QC) of 3,500

In terms of slot allocation* this will be applied to departure slots 22:15-04:45 and arrival slots 22:30-05:00

*Allowing for typical taxi time between chocks and runway

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Night Noise – Aircraft Type Limitations

Departure slots will not be issued to aircraft with a QC value greater than 2 from 21:45-05:45 GMT*

Arrivals slots will not be issued to aircraft with a QC value greater than 2 from 22:00-06:00 GMT*

* Allowing for typical taxi time between chocks and runway

Aircraft Parking Capacity

Cargo Flights

Cargo flight scheduling will be subject to the following aircraft parking limitations, any movements over and above these limitations will be by prior arrangement only.

1x Size 5 (A300, B767)

1x Size 6 (A330 only)

1x Size 6-7 aircraft (B77F, 747) may be accommodated by prior arrangement. Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Size 8 aircraft (A380, AN124) cannot be accommodated under any circumstances

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Passenger, Positioning and non-Commercial Flights not being handled by FBO's

Scheduling will be subject to the following aircraft parking limitations (expressed in Code C aircraft size), any movements over and above these limitations will be by prior arrangement only.

Apron	S16	S17	Notes
Main Apron – S Side	10	10	
Stands 60-61	2	2	
North Apron	4	4	
East Apron	7	7	3 Remote
South Apron	4	6	Remote
Main Apron – N Side	8	8	Remote
Stand 16	2	4	Remote
Total	37	41	
Stand Reserve	-3	-4	Remote
Scheduling Limit	34	37	

4 stands Size 3b (A321) are kept as stand reserve and not made available for scheduling purposes without specific prior agreement

Permitted Variations

3 additional Size 5 (A300, B767) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 6 Size 3a/3b (B738w, A321) aircraft.

2 additional Size 4 (B757) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 4 Size 3b (A321) aircraft.

A single Size 6 (except A345) or Size 7 (MD11 only) aircraft can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 3a/3b (B73H, A321) aircraft.

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Restrictions

Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Other Size 6 and size 7 aircraft (A345, B747 variants) can be accommodated by prior arrangement or in emergency situations. Such accommodation will result in temporary reduction in capacity for 3 Size 3a/3b (B73H, A321) aircraft.

Size 8 aircraft (A380, AN124) cannot be accommodated under any circumstances.

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Maintenance Flights not being handled by FBO's

Following the slot return deadline the following additional hangar "stands" will be made available for ad hoc operations of based carriers:

TUI Group		
LTN Size Grouping	Example Aircraft	Number of "Stands"
Size 3a (larger Code C)	B738 with winglets	3
Or Size 5 and 6	B763, B788	1 + 1

Monarch		
LTN Size Grouping	Example Aircraft	Number of "Stands"
Size 3b (larger Code C)	A321 with sharklets	2
Or Size 5	A300, B763	1
Size 5 (Code D)	A300, B763	1

easyjet		
LTN Size Grouping	Example Aircraft	Number of "Stands"
Size 2b (smaller Code C)	A320 with sharklets	2

FBO handled Flights

FBO facilities have their own aprons which are self-managed and therefore outside of the above restrictions. Aircraft operators planning to operate through FBO facilities must ensure that the FBO is able to provide them with aircraft parking. Parking of FBO handled aircraft outside of FBO controlled and operated aprons will be strictly by prior arrangement only and may be refused.

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Passenger Terminal Capacity

1) Departures

The Departing passenger flow capacity, conducive with a maximum queue of 15 minutes is as follows:-

Time UTC	1 hr (T60/15)	1 hr (T60)	any 3 hrs (T180/15)	3 hrs (T180)
0000-0459	380	-	700	-
0500-0759	3195	-	-	8455
0800-0859	-	1035	-	-
0900-2059	2630	-	-	-
2100-2359	1125	-	-	2088

Capacity in the period 2100-0459 is manpower related and can be increased by prior arrangement.

2) Departures – Gate Limitation

Maximum of 22 departing flights can be scheduled for simultaneous boarding from the Passenger Terminal

3) International Arrivals

The International Arrivals passenger flow capacity, conducive with a maximum queue of 25 minutes, is as follows:-

In any 1 hour (T60/15)	2510
In any 2 hours (T120/15)	4350
In any 4 hours (T240/15)	8280

4) Domestic Arrivals

Domestic Arrivals Capacity (T60/15) is 700 passengers per hour.

5) Load Factors

Load factor for Schedule Coordination will be 93%